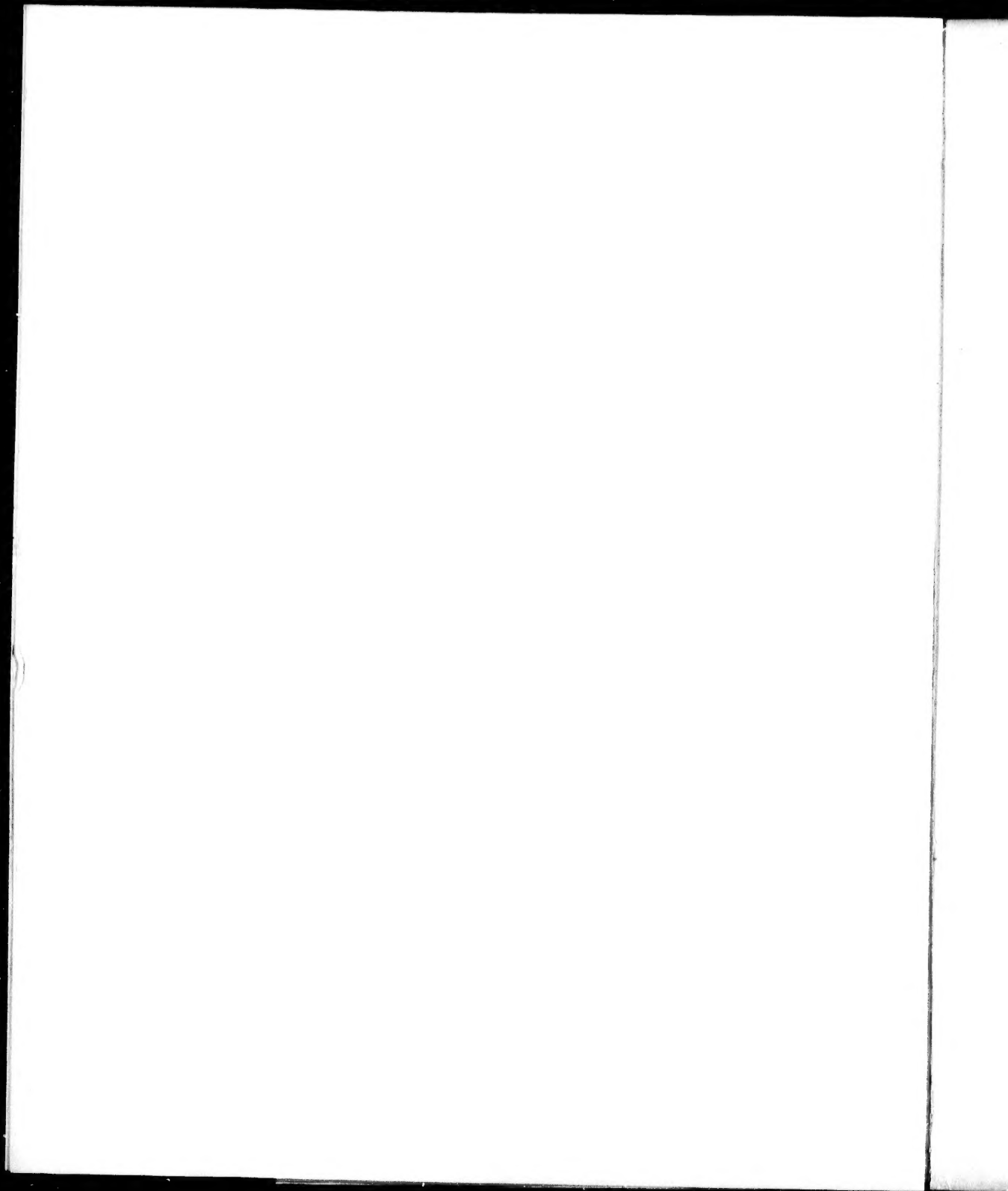
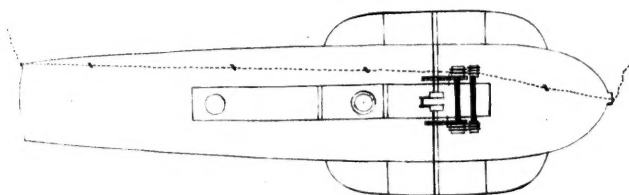
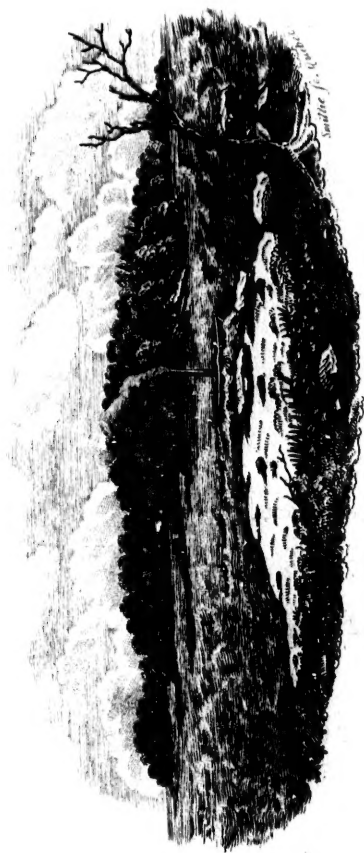
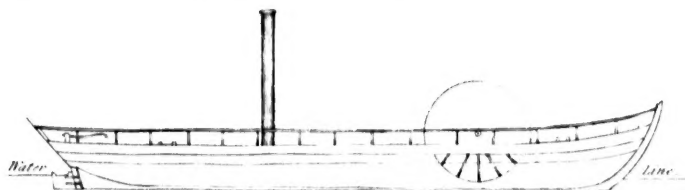




A FEW REMARKS
ON
INTERNAL IMPROVEMENTS
IN THE
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A FEW REMARKS UPON INTERNAL IMPROVEMENTS IN THE CANADAS.

DESCRIPTION OF THE ANNEXED PLATE.

It represents a part of the Rapids called les Cedres in Lower Canada ; at the head of a very bad pass, where a towing steam Boat would be stopped by the rapidity of the current, there is placed a chain fixed to a rock or anchor, the other end of which is at the foot of the Rapid, where the steam towing vessel finds it attached to a small Buoy, this taken on board gives the end of the chain, which when attached to a capstern, attached to the Engine, upon the principle of Captain Boswell's Patent, is worked by the steam power and delivers itself off without riding, and with the Buoy thrown over the stern, when the next Boat in succession, will find and use it in the like manner.

DEDICATION.

Having read these few pages to the Literary and Historical Society of Quebec, with its permission, I beg leave to submit them to their favourable attention, as well as to that of the public in general, not on account of any intrinsic value in the style or manner in which they are written, but on account of the vast importance of the subject, which is herein attempted to be developed, a subject in the present state of the Canadas, before which none other can by any possibility be for a moment put in comparison; because it embraces the very germ of prosperity in both Provinces—and who is prepared to state, that this is not the only method to advance the interests of all other branches of Science, for unless the interests of a community are rendered prosperous of what avail are all other Sciences, in comparison with that which tends to provide for those necessary assistants to all other branches of Science, namely, the power of being able to do so by means of the necessary subsistence acquired by this most indispensable requisite; which can alone be attained, to some degree of perfection by a right developement of the Internal Communications of a Country—and possessing as we do one of the finest Countries in the world, with many others, one of the most healthy, most navigable, and most extensive Rivers on the face of the Globe; it is to be hoped will plead in extenuation of all deficiencies that may be found in this effort, at an endeavour to suggest an immediate and efficient mode of rendering its waters subservient to the vital interests of the extensive regions through which they flow.

JAMES GEORGE.

Quebec, 20th March, 1835.

ON THE IMPROVEMENT OF INTERNAL COMMUNICATIONS IN THE CANADAS.

RIVER SAINT LAWRENCE.

No. 1.

THE great stream of the River St. Lawrence may be considered the vital fluid of the Canadas, and the wonder of all mankind will perhaps be, why the great facilities it affords, in its natural state, for inland navigation have not been made available by the construction of vessels adapted to the nature of its varied and diversified expansion of character!

In accounting for the causes which often lead men astray in the formation of opinions on subjects submitted to their judgement, it may not perhaps be entirely useless to make some enquiry into the rise and progress of the difficulty there is in eradicating opinions, when once generally formed and upheld by men supposed, and in other respects admitted to be, most intelligent, and therefore add weight to the bias first given to public opinion.

The motives which give rise to these remarks are, how incorrect opinions have gained ground, and are still upheld, respecting the navigation of the rapids of the River St. Lawrence. It is admitted their first appearance must create in all minds the most vivid conception of danger to the crew and bark, whose boldness would tempt them to venture on these foaming shallow waters, and it is not surprising, if those who have only ventured once, or have merely witnessed the descent of a barge, should ever after be impressed with an idea of their great danger. This being spread through the world with that natural propensity of *painting*, inherent in all travellers, when describing the sights which they have beheld, has combined with other causes of a more self interested nature, had no small share in creating erroneous ideas of the nature and danger of the rapid channels of the river St. Lawrence, and when to these false ideas of danger, are added, the accounts of the various disasters that have occurred on these waters, all *painted* in the most glowing colors; but generally originating in ignorance, foolhardiness, or imprudence, not to omit mentioning, the frequent intoxicated state of the crew, circumstances seldom or never adverted to, is again another cause operating on the mind in the strongest manner, thereby creating a false estimate of the great danger of this species of water conveyance, which having by such means obtained so firm a footing, is it to be wondered at, when to all this is added the powerful motives of self interest, *falsely so called*, in augmenting these alarming details, that a very wrong impression should arise in the minds of most persons, respecting the great and manifold hazards attendant on such mode of inland navigation.

As it may perhaps be doubted by many not acquainted with the details of the *Upper Country Trade*, and by many who are, that this assertion of self interested motives giving false views of a subject so well known, and so easily controverted cannot be correct, it is therefore incumbent on me to prove the correctness of these my *assertions*; by giving further details, and for the benefit of all who take up opinions upon *heresay* and *hasty conclusions*, to shew, that interested motives in these matters are the chief and prevailing cause of the diffusion of false information.

In tracing the rise and progress of interested motives giving currency to incorrect ideas of the difficulties of inland conveyance on waters whose channels are partially obstructed, it may perhaps not be altogether useless to point out the progress of these motives operating from the first discovery, trade and settlements formed, upon the banks of this now admitted to be the greatest and most noble river in the world; proved to be so, by its containing the greatest cubical content of fresh water, this confirmed by its being the least affected by floods, and further corroborated by the climate on its banks being salubrious beyond that of any others rivers approaching to its magnitude.

Unfortunately it is generally said to be quite natural that traders should feel disposed to keep secret the advantages they may derive by the formation of distant branches of commerce, carried on by means of agencies, or otherwise, in dis-

tant parts of the world, this arises from the want of reflection upon the nature and character of the design of the great and omnipotent Architect of the Universe, whose instructions on this head, are too generally disregarded, and the opinions of men, and of the world are found, still operating most powerfully in attempting to counteract the views and designs of an almighty providence, by inculcating maxims of a totally opposite tendency, from that which he has decreed shall be the only true and correct principle of action, not only in trade, but in every other department of life, and this which may be termed the first principle and proof of civilization, that is to say, of christian civilization, is to know and be governed by the fact, that nothing is more likely to forward our own interests than participating them with the rest of mankind.— I trust this is a truth admitted by all who reflect upon the nature and state of our being ; but unfortunately, as before remarked, this not being always the spring of action, jealousy, false desires of acquiring wealth, and undue distinction, incite the minds of those who act in conformity with the principles of monopolists, to keep the trade and access to distant parts of a province, as much as possible to themselves, this principle of action, of which there cannot be much doubt, on the minds of persons acquainted with the unfortunate cupidity of human nature, acts powerfully in giving rise to the reports of danger attendant on communications, up distant, little known, and at first unfrequented parts of such a mighty river as the St. Lawrence. Thereby enhancing the value of all things taken to, or received from its distant parts, I shall endeavour to shew, that interested motives have had no small share in fostering exaggerated accounts respecting magnified dangers, all which tend to keep up the delusion that had already been formed. It may not perhaps be useless to describe some of these various interested motives, which have heretofore prevented all reasonable enquiry respecting any improvement in the present system of transportation.

1st.—The dread of depreciated value in stock in trade by cheapening transport.

2nd.—The competition arising from facility of access.

3rd.—The facility of transporting unmanufactured grain, diminishing the value of Grist Mills ; and a variety of other absurd and equally ridiculous ideas proceeding from false conceptions of the general scope and tendency of the advantages to be derived by access to a maritime market ; which it would be futile to dwell upon. Bearing in mind that whatever trifling advantage might be sacrificed in the one instance, would be more than ten-fold compensated in a variety of others ; but for the sake of demonstrable proof, I will merely advert to one or two striking instances to prove that the same spirit has unfortunately too often shewn itself most openly in this country, as for instance, the long and continued opposition to the opening of St. Paul street, in the Lower-Town of Quebec, it was opposed by some of the most influential and greatest proprietors on the line of that street, and by others holding property not far distant, who ought, by their character and standing in society, to have shewn a little more knowledge than they did, and by false impressions of interest, in every possible way opposed even to violence, they did all this to prevent an amelioration made at the expence of the public, that more than doubled the value of their own property on that street, and on that of other streets not far distant.

And so it was on my proposing, by means of a very simple, and not expensive plan, to render the rapids of the river St. Lawrence navigable, I was strongly opposed by all the merchants and traders, who owned barges, bateaux, durham boats, schooners, and other craft employed in the carrying trade, who all combined in ridiculing the idea that any person could by possibility know better than themselves, how to ascend rapids, and finally succeeded in promoting the idea among millers and manufacturers of flour, that all their mills would suffer, if wheat were shipped direct from the Lakes to the lower Ports in one bottom, the difficulties then, and I am sorry to say, still existing, giving them an incorrect idea of the advantages they derive by obstacles impeding the shipment of grain in one bottom, direct to the Ports of Quebec and Montreal, being an advantage to their mills, which in most instances form perhaps hardly one tenth of the value of their other property, which would be more than doubled in value, by direct access to a maritime market. I have felt this opinion operating against my proposed plans, by a firm actually possessing nearly 100,000 acres of land, by creating free access to which, they would have been nearly doubled in value ; this again shews how forcibly false conceptions of interest counteract plans of public improvements.

It was however very satisfactory to find last summer, when travelling in Upper Canada, that not only various sized steam boats were freely surmounting the gulloups and rapid plat, rapids, but also the system of towing up the currents, was becoming quite common, without even the assistance of those chains which I have proposed being fixed at the most

dangerous places, in order to render the ascent more swift and secure, as shewn in the annexed engraving.—I cannot omit mentioning another fact, being a convincing proof of the advantages to be derived by the system of towing the same vessel throughout the whole distance, which is, that a large barge loaded with slaves, came down from Lake Ontario and by returning with fish, oil and other freight, made a large profit.

Thus after ten years, the adoption of plans that had been considered quite chimerical, are verging to their full accomplishment, and will in the end render the navigation of the rapid waters of the river St. Lawrence, a cheaper and swifter line of conveyance than that of any river in the world.

No. 2.

In the preceding Number I made an attempt to prove how difficulties have occurred in obtaining correct ideas of that species of inland navigation, which would be found the best adapted to promote the facilities of transportation on the expansive waters of the River St. Lawrence.

It now devolves upon me to shew, in connection with this subject, how these errors have been fostered. Before the application of Steam Engines, to propel vessels, was discovered, the formation of Locks and Canal, which had so greatly tended to increase the wealth and resources of Great Britain, were partially applied, on a few difficult passes, at the Rapids on the River St. Lawrence, namely, at the Cascades, at Côteau du Lac, at Mille Roche, at the Molinet and Long Sault, by the erection of diminutive Locks, adapted to the bateaux then in use,—after which the Lachine Canal, which cost upwards of £100,000, was said to be quite sufficient for the largest Durham Boats employed on the river, and is constructed with elegant stone bridges at both the entrances, with standing bridges throughout the whole distance, although those Durham Boats were all heavily masted, all this, it must be supposed, was done with a view to facilitate inland navigation, as well as the depth of water in the said Lachine Canal, where it very frequently happens a good sized, deep laden, Durham Boat, cannot get through.

After this was broached the falacious idea of a sloop navigation, then came the grand sweeping plan of a ship navigation, the promoters of this last wild scheme, forgetting that, it had emanated from poor Gourlay, whom they deemed a visionary, and had persecuted to such a degree as to cause his insanity. They also forgot that, to render this plan effective not only the shallow rapids, must all be passed by canals, but also many other, and far greater distances of shallow waters, commencing below Three-Rivers, and found at various points and distances, throughout the course of the river, in its varied bed of lakes and shallow rapids, up to Prescott, notwithstanding these insurmountable obstacles, the public mind especially in Upper Canada, was carried away and highly flattered with the prospect of a ship navigation, whether they believed it or not, is hard to say, still it kept them from adopting more reasonable plans of improvement and led them astray, as to what ought in the first instance to have been done, namely the improvement of the natural and navigable channels of the River St. Lawrence.

After all these schemes were laid aside, came, it was said, the only effectual plan of improvement, on account of the advantages to be derived in the event of future hostilities with the United States, which was that of the Rideau Canal, respecting which it was also said, no person possessing common sense could doubt for a moment of its complete efficacy, notwithstanding all these high sounding opinions and conclusions, and that the Rideau Canal is completed, yet very little navigated, owing, in some measure, to a private Company, not only holding access to it by means of a private Lock near Montreal; but also refusing to tow any other than their own boats, upon its expansive artificial lakes and shallows.—Thus there has been nearly one million of pounds expended on the part of the British Government, turned into a private monopoly.

If this said Rideau Canal is, or is likely to become so very efficacious, why is all this not obviated. I have been very gravely told that, when the St. Anns or Terrebonne channel to the Ottawa is improved, there will be no difficulty; but when will this take place, is my reply. The fact is, there has been a great mistake made here, a Rail-way was the most obvious mode of communication by that route, and the improvement of the River St. Lawrence, by deepening channels and fixing chains to facilitate the ascent of the Rapids as before stated, might all have been done in one or two seasons, at a comparatively trifling expense. Some proof of this may be inferred from its being now agreed to return to the St.

Lawrence, by the commencement of a Canal at Cornwall, to extend about twelve miles above that Town. On remarking upon these vacillating modes of proceedings, without giving the subject a more extended enquiry, I was very gravely told by a leading person in the Upper Canada Legislature, that a ship navigation would ultimately be effected, even for East India men !!!

Is it to be wondered at, when such fallacious schemes have obtained a hearing, and are maintained, that any reasonable plan will be set on foot or enquired into; to prove that by widening the present Locks, deepening channels where shallows occur, and introducing vessels of a peculiar construction, of from 50 to 100 tons burthen, made capable to navigate all the Lakes, up to the Falls of St. Mary, at the entrance of Lake Superior, will be enquired into.

However, I feel it a duty I owe to this society and to the public, to state that my opinion is founded on a knowledge of thirty years experience, and that the natural channels by means of partial improvements, and other important changes in steam boats navigation, will finally triumph over all other, and much more expensive plans of amelioration which are now proposed. I am moreover prepared to shew that vessels upon my plan, (which I am happy to hear there are some now constructing on Lake Ontario) will probably be made capable to navigate the natural channels from Quebec to the Lakes in Upper Canada, in one half the time, and at one half the expense of those on other plans of artificial improvement in progress, and contemplated.

No. 3.

HAVING previously stated the great advantages which might be derived, by adapting vessels to suit the nature of the navigable waters of the River St. Lawrence, instead of going to the extravagant expense that has, and is likely to be incurred, by endeavoring to make fit channels for vessels of a deep draught of water. I will now endeavor to explain the kind of vessel, manner of navigating, and extraordinary advantages, to be derived from this system, especially when compared with that of any other. Captain McConnaghie, R. N. in a short treatise on the advantages of towing, instead of lading steam boats, for coasting and inland trade, has, I think, clearly proven that which the steam boats between Quebec and Montreal have been compelled to adopt, which is very good, if there were not other, far distant, and equally admissible places of commerce, to which the towing system might be extended, by constructing the barges to be towed, of such dimensions and draught of water, as to admit there being passed on by means of Steam Boat towage, to every town and village on the great lakes of Upper Canada, an object of the greatest importance, not to be put in competition with any other plan of improvement, as it can be made immediately available, and of such easy attainment, that any person having leisure to attend to it personally, with a very small capital, might easily prove its facility of accomplishment.—This is stated from the knowledge of a fact, that having attempted by the construction of such a vessel, to demonstrate the fact, that the defeat of the plan was occasioned not by any want of adaptation in the form or character of the vessel, but by the opposition and deceptions, that were met with in my endeavor to break through the powerful interests combined in the present defective forwarding system, first of all the locks on the river St. Lawrence, at the Cascades, were repaired during the time of the building of this vessel, and altered at the gates, from twelve feet ten inches wide, to twelve feet six inches, as advertised; but since ascertained to be twelve feet eight inches. The Orleans Barge, built expressly to navigate both the lakes and the rapids, through those Locks, was twelve feet seven and a half inch in width. This proves, that unless personal attention is devoted to an object of this nature, it may fail from circumstance the most trifling, not having been minutely enquired into; having had all the Locks measured when Secretary to the St. Lawrence Association, at which time they were twelve feet ten inches wide, and the advertisement stating that no boat would be admitted measuring over twelve feet six inches, only made public after the Orleans was built, is it at all surprising that it was not thought possible that the Locks were nevertheless twelve feet eight inches in width, and that the Orleans Barge might have passed up, being only twelve feet seven and a half inches. That vessel was built in the most expensive manner, in the year 1827, and cost nearly £500; she is still afloat at Wm. Henry,

In reference to the system of navigation proposed as being best adapted to the waters of the River St. Lawrence throughout its whole extent up to the falls of St. Mary, at the entrance of Lake Superior. It is simply that vessels with decks, built upon the diagonal plan (which has been adopted for all boats built at Plymouth, for the use of the Royal Navy,) might be towed by Steam Boats up and down the River St. Lawrence throughout its whole course, and through its Lakes, these vessels to be so constructed as to admit of being passed either up or down with or without the assistance of Steam Boat towing where it cannot be obtained. It will naturally be asked, how can this be effected? The reply is in manner now conducted by means of Durham Boats, the defect in which is, that they cannot stand the heavy swell of the Lakes, nor of the River below Montreal. It may also be asked how is it possible to weather a storm on the Lakes, where the finest schooners are sometimes driven on shore? This with many other doubts, which may naturally enough arise, can be all as easily answered; suffice for the present, first to state, with regard to storms, if the towing system were adopted there would not be the least danger, as the harbours are now so numerous on our side of Lake Ontario, that the barges in tow could at any time be cast off if caught by a storm, and make a safe harbour, taking this Lake as a proof of this position, commencing at Niagara, there is only a few miles to Port Dalhousie, at the entrance of the Welland Canal, the next harbour is at the head of the Lake, not thirty miles distant, then there is Oakville, about fifteen or twenty miles, after that the Credit Harbour, not over fifteen miles lower down the Lake shore, next comes Toronto about fifteen miles distant; after which a Port in Whitby, about thirty miles from Toronto, after that, Port Hope about thirty miles lower down, then Cobourg Harbour, seven miles off, lower down the Lake, the natural and extensive Harbour of Presque-Isle, is about thirty miles distant, next to that is the upper Gap of the Bay of Quinty, not exceeding any of the former distances, after which there is shelter to Kingston. To all the before named Harbours, these barges might easily resort for shelter, in the event of stress of weather, obliging them to be cast off by the towing power, independent of many other places of shelter, which the north shore of Lake Ontario affords, and as the winds generally in heavy weather, draw up or down the Lake, there would be no difficulty in reaching a harbour. There being no doubt on my mind as to the facilities of this species of navigation, and this is formed not upon superficial, but upon practical knowledge, acquired by experience. It is an incumbent duty to state the many and great advantages to be derived from the accomplishment of this simple, practicable, speedy and cheap method of making use of the natural channels of the River St. Lawrence, instead of resorting to artificial works, very frequently badly planned, and well known in many instances to be often equally ill managed.

However, as this part of the subject would require more time than I can afford to devote to the present brief and imperfect endeavour, to elucidate such an important subject as the navigation of the extensive waters of the River St. Lawrence, I shall close this chapter by requesting reflection on a subject embracing results of the highest importance, not only as it relates to the interests of Trade, which it would facilitate to an unlimited extent, but also in its consequences, on the transport and settlement of millions of settlers, who are destined ere long to resort to this Country from the parent State; therefore to smooth and cheapen the channels which give access to such extensive regions, as those which environ this great River, will I trust not be deemed a subject unworthy of special attention.

No. 4.

Incalculable advantages to be derived by an improved system of navigating the River St. Lawrence.

Having previously adverted to the incalculable advantages that might be immediately derived by, the simple principle of building vessels adapted to the navigable waters of the Rivers St. Lawrence, which might be so constructed as to sail or be towed throughout its great Lakes and Rapids. It becomes necessary to shew the great facilities it will afford to the emigrant and settler on his route upwards, the beneficial effect it will have in its tendency to promote the settlement and trade of the country, and the advantage this system will give to the defence of the Canadas, in the event of any attempt being made on the part of its neighbours, to wrest it from the hands of that free and liberal Government which the British Empire has bestowed, on this favoured and rising Colony.

To detail the variety of ways in which it would benefit the settlement of the Canadas, and parts adjacent to it, it becomes necessary to state the manner in which settlers are at present conveyed from one place to another; first, on arrival at Quebec, the Master of the ship eager to get quit of his passengers, and the Steam Boat Companies equally so to get them on board their various lines of conveyance, tends to hurry the poor unthinking emigrant into a hasty step, sometimes without ever landing at Quebec, or examining its advantageous environs, and to embark very frequently into a crowded, and in hot weather, nearly suffocating Steam Boat, where frequently so little attention is paid to the personal convenience of the passengers, that in several instances men, women, children, and baggage have been literally packed and piled together in such a manner as to endanger the safety of life and property, in one or two instances nearly sinking the Steam Boat, and occasioning a return to port in order to lighten, and sometimes they escape more by the good fortune of fair weather, than judicious conduct in lading beyond the capacity of their Steam Vessels. Add to this the exposure of the persons and families of emigrants, in this variable climate, to the hot and scorching noon day sun, to the chill and damp of night in various seasons, independent of the mixture naturally created by crowding hundreds of human beings into one vessel, from various Ports of Great Britain and Ireland, besides the hurried and uncomfortable manner in which all this is frequently accomplished, by the quick departure of the Steam Boats, whose only study is generally to get as many passengers as they possibly can upon their decks. All this does not end here, for the same scene in part takes place at Montreal, in transhipping to the Durham Boats and Barges; and also again at Prescott, when embarking in Steam Boats on Lake Ontario, then again at Port Dalhousie or other places above the Welland Canal. Contrast this with the effect on the mind and pocket, independent of the comfort of the settler, if vessels such as I have proposed were built to navigate, not only the Rapids of the River St. Lawrence, but also its Lakes and tributary streams, wherever there may be two or three feet depth of water, what would be the result? On arrival at Quebec or Montreal, there would be found decked vessels in abundance, ready to start for all parts of the interior, with cleanly and ample room, without crowding together, for any number of passengers, with partitions affording space, all under cover, for families and baggage, in such proportion as they might wish to occupy, not to be disturbed until their arrival at any place below Lake Superior, a distance of nearly 1200 miles.

These vessels might be sent alongside of each ship having passengers desirous to go up the river, when they would be leisurely transferred, with those of their friends and acquaintances whose objects and pursuits might be similar.—If persons of property or more ample means, one of such vessels might be chartered for their families and dependants solely, taking on board any superior breed of cattle, horses, or other live stock, which many frequently bring out, together with implements of husbandry, seeds and plants, all which, do now incur such heavy expenses, and are frequently injured or destroyed, in the varied modes of conveyance and frequent transhipment that do now of necessity take place, these inconveniences being done away, would tend more to advance the settlement of the country and to increase emigration than may at first be imagined, by those who are not aware of the heavy expenses, losses, and inconveniences at present experienced, which create unfavourable impressions, and often give a wrong bias to the mind of the settler, thereby frequently causing him to go to the United States, where conveyance along the Erie Canal, has many of the facilities herein described, but that line of conveyance from New York to the West will never be able to hold any competition with the navigation of the River St. Lawrence and its Lakes, when vessels adapted to them are built and fitted up, for the purpose of taking up freight and passengers, and returning with produce; these vessels will as naturally take the produce of the Lakes and of the far West, to Montreal and Quebec, as the waters of the St. Lawrence do now flow past those towns to the sea.

Let the before mentioned plan of conveyance be compared with the hardship, which a poor man and his family now endure, in the various and expensive modes of conveyance now in use, the want of time and reflection to those who have not made up their minds as to their ultimate destination, and the difficulties they find, arising from the representations of interested agents, all persuading them to move further up, often induces many useful families to spend nearly their all, in hurrying from place to place, when they might if quietly using their own judgement, find a location at many places on their way up, if not hurried along in crowds as before described. This would be found to encourage and promote emigration on this route, not only to Upper Canada and to the Ottawa; but also to the Western States of Ohio, Michigan, and parts adjacent.

Having already described the different transshipments, and hurried method of accomplishing the same, it is only necessary to add, that losses frequently occur amounting to more than double the expense of conveyance, whereas on the plan proposed, independent of the comfort and satisfaction it would yield after a long sea voyage, to find ample room, and safe conveyance to any part of the Canadas or the Western States, at a reasonable rate, swiftly towed up stream, and through Lakes without the annoyance of loss and other detriment, now frequently incurred, by breakage, leakage, &c. &c., independent of the loss of time and extra expense, by the frequent removals required from one vessel to another. This, without taking into consideration the advantage, undoubtedly of more importance than all the rest, which will arise on the return of these vessels, with the produce of those very settlers, would of itself be a very great stimulus to emigration, and that too of emigrants of the better classes, who feel more keenly the hardships which they and their families often endure, and naturally describe them to their friends, which is one of the great causes, why many of that class do now take their passage to Upper Canada by way of New York, and thereby frequently turn their views to a settlement in the Western States; all which would not be thought of, if decked Barges and Boats were in use on the waters of the River St. Lawrence.

It is highly satisfactory to remark at this stage of the enquiry, that improvements are making partly on the plan of the great Prescott steam boat Rapid, by combining the form of that Boat into one bottom, approaching a little in form to an Esquimaux canoe, and there is no doubt, as the Naval Magazine very justly remarks, that eventually the Rapids of the River St. Lawrence will be surmounted by Steam Boat navigation.—To this may be added that I have the opinion of Commodore Barrie, that a vessel such as I have referred to and built, would stand any swell on Lake Ontario.

No. 5.

Great advantages that will arise to the foreign and inland trade of the Canadas, and Parts adjacent, when suitable decked Barges are employed in manner before described, in navigating the Rivers St. Lawrence and Ottawa, without any transshipment throughout their whole extent of Lakes and Rapid waters.

Having in a previous Number, I trust, given sufficient proof of the great benefit that would arise to the Emigrant and Settler, if decked Barges were employed in the transport trade, to and through the great Lakes of Upper Canada and the Ottawa Districts. I shall in this present Number confine my remarks on the great advantage to be gained by this improved method of transport in the foreign and inland trade of the Great St. Lawrence and its tributary streams.

Commencing with the article of flour in barrels, it is necessary to point out the present mode of sending that bulky and increasing article of trade to the Montreal and Quebec Markets.—It is at first sent from the Mill to some convenient Port, where Schooners and Steam Boats resort for the purpose of seeking freight, and by those Steam Boats and Schooners, after lying on the wharf, frequently in the rain, taken on board, and discharged at Prescott or Brockville, into Durham Boats and Barges, this, when the press of business is great, is done in a very hurried and precipitate manner, without any regard to knocking about and injuring the barrels, frequently in wet weather, often exposing this delicate article to showers of rain and scorching heat, where immediately after it is most frequently, as far as the gunnel tier is affected, destined to get a pretty good splashing of water in the Rapids, which the sun naturally dries up very quickly, and if not exposed on the deck of the Montreal Barges and Steam Boats where it is again transferred, some times with the addition of a little mud and wet, it gets to Quebec in what is termed *good order*. Wheat in a manner not quite similar is brought down to this Market, and so is pot ash and all other produce of the Upper Country, except lumber. The charges on a bushel of wheat from the head of Lake Ontario to Quebec, is about 1s. 6d. cy. whereas the same wheat is taken to Great Britain for 10½d. to 12d. stg. this great difference is not the only objection that most forcibly calls for an improved system of transporting grain and all other produce, it will be found that the damage and detention are sometimes equal in amount to these extra charges, for it is a well known fact, that both flour and wheat get partially damaged on their way down the River, and it is frequently impossible to ascertain to what extent, until the one comes to be opened across the Atlantic, and the other has by heating on the voyage proved the fact. But this is not all that our flour has to contend with, in meeting that which is shipped from New York and other American Ports, the shattered, soiled and unsightly

appearance of Canadian flour barrels, has great influence in keeping up an old prejudice in favour of United States flour, which is sent from the Lakes bordering on Upper Canada, and from other parts, with the utmost care and attention, and generally kept not only from the rain and wet, but also by means of covered barges, from the heat of the sun, and it arrives at the Ports on the Atlantic as fresh and as clean as the day it left the Mill, where the utmost care is taken to put it in a clean state on board : I have seen bran spread on a short space that had a little mud on it, to prevent the barrels from getting soiled. Compare all this with our system, of rolling barrels about on wharves and beaches in all varieties of weather without the least regard to their getting soiled with black mud, red earth, or any other dirt that may come in the way, and this it is frequently liable to in every stage of transhipment, especially at the time when there is the greatest quantity on the forwarding line. These things may appear trifling to those who do not reflect, that in the present times more regard is perhaps paid to the appearance of articles of commerce than is altogether necessary, and it is well known that our competitors in the flour trade to the West Indies, derive many advantages, not only in the Government Contracts, but in many other sources of demand, by paying great attention to the appearance of their flour, which intrinsically is not, and cannot be better than that made at our best Mills in Upper Canada.

The astonishing advantages that might be derived immediately by building such Barges as I propose, can be further proved by adverting to the present system of bringing down white oak staves, one of our staple articles of commerce, to the Montreal and Quebec Markets, they may be purchased at some places on Lake Ontario, at £15 to £18 pr. M. standard, four or five thousands might be taken into a Barge built on the diagonal plan, and with the help of a little Steam towing power, brought to market in a few days, and shipped into any vessel loading at either Quebec or Montreal, at less than one third the expense of the present mode of conveyance, which is first to load them on board Schooners on the Lakes, than to make rafts for them at the most convenient places below Kingston, from whence they are floated slowly and at great expense and risk, to a market, the great bulk of them not arriving before the months of July and August, when they might be brought here early in May, and meet at that time a much higher price. Having proved the rapidity and facility with which staves might be brought down the Rivers St. Lawrence and Ottawa, it need only be summed up by stating that such would be the abundant supplies of this article of lumber, that it would create a more steady and safe demand than at present, and would only operate against the gambling speculator, who is a great enemy to our export trade, by raising or depressing staple articles, which may have been ordered or contracted for, under an expectation of being obtained at the usual rates ; this has caused the ruin of many trading to this Market, and is the cause of many keeping out of it altogether.

No. 6.

Independent of all the advantages to be obtained by the use of decked Barges upon the waters of the River St. Lawrence and its tributary streams, it will be found that this species of navigation will also create, an *Inland Marine*, that would prove the best bulwark for the defence of the country.

This subject of defence was at one time so completely the order of the day, when making any proposition for the improvement of the Canadas, that it was never omitted, and it gave rise to some of the most wild, extravagant and absurd opinions, and they were for a short time in some degree acted upon. There was one which struck me very forcibly at the time, as being the height of absurdity, and it was given in evidence before the Emigration Committee in the House of Commons, by a *worthy hero* who was getting 23s. 4d. per day, independent of his pay and allowances, as a Staff Officer in this Garrison, as agent for Emigrants, after I had suggested the necessity of such an office, and lost £300 in attempting to carry it on without the support of Government ; the opinion I allude to was, that it would add greatly to the defence of Lower Canada, if the lands on the line of the American frontier were kept in a state of wilderness, because it would prevent the advance of an enemy, and afford to Lower Canada a better line of defence, forgetting that stout hearts and strong arms provided with bayonets are more likely to accomplish that object !!!—Another opinion given by an eminent Engineer Officer, when conversing on the feasibility of my plan, for surmounting the Rapids of the River

St. Lawrence which he said there was no doubt was quite practicable, it was added by way of remark "*that unfortunately the difficult passes in the River were rather too easy of access to an enemy.*" My opinion is, and I trust it does not require many words to convince any person possessing common sense and discernment to agree with me, that this ought to have been the strongest possible recommendation of the plan which Earl Bathurst, then Colonial Secretary had referred to this said Engineer Officer. Unfortunately for this country such erroneous ideas did prevail at that time, and in some respects like the present fallacy of a Ship navigation to the great lakes of Upper Canada, were maintained and all that could be urged, had no effect, because the men who had taken up these wild theories had rank and power, with the confidence of the Government to support, and unfortunately for the country, to carry into operation some of the works which they recommended; to prove the fallacy of this last opinion, respecting easy access to an enemy, by descending the Rapids with an armed Flotilla, does it not prove the necessity of meeting it, by a similar force? Now the Barges which I propose, are complete *Gun Boats, with the addition of a good deck, the main and other hatches, large enough to construct a traversing carriage for a 32 pounder.*—And when provided with sweeps, and a full compliment of men & *ould*, if sufficiently numerous, sweep, and literally keep the command on the waters of the River St. Lawrence, from Quebec to Lake Superior, in the same way that the British Navy did during the latter period of the last war, keep the Channels, of the British Isles, when Great Britain maintained a struggle with the continental powers of Europe, and the United States combined!!—It cannot be denied, if these Barges become the best and cheapest mode of conveying produce, merchandise and settlers, that their number will increase to such a degree as to keep this country at no expense, always prepared to meet any inland foe, because her Barges of commerce could at the shortest notice be all, if necessary converted into the most powerful Flotilla in the world, manned by expert and hardy Boatmen, well acquainted with, and expert at managing them, even in the most difficult passes of the Rapids in the River St. Lawrence, what effect this would have, was exemplified, by the gallant Captain Mulcaister, who with two Gun Boats only, followed down, the Rapid *Plat and Gallop* Rapids, so closely the rear of General Wilkinson's army, that it was compelled to turn and give battle, to our gallant little band, under their distinguished Commander Colonel Morrison, and who can tell if it had not been for those two Gun Boats, keeping up a sharp fire of grape and round shot, from heavy guns during the action; whether General Wilkinson might not, by his overwhelming numbers, have turned the right of the British and Canadian line—when such facts are taken into consideration and diligently enquired into, I trust we shall not long remain the laughing stock of our keen neighbours, who are highly amused at our cannalling propensities, instead of availing ourselves, in the first instance, of those advantages which nature affords for internal conveyance beyond that of any country in the world.

As the preceding remarks may in the minds of some persons appear doubtful, and being fully aware of the importance many attach to the opinions of others, especially when those opinions come from men of rank and high character; it will perhaps add some weight to my humble opinion, if I publish those of a few eminent persons, with whom I have had the honor to converse on this subject. I will first, without at all considering it necessary, to offer any apology for so doing, state that of Commodore now Sir Robert Barrie, who very obligingly offered the most polite and friendly assistance, in promoting my researches respecting the Rapids; and as before stated, expressed his opinion that the draught of a plan on which I afterwards built a Barge, would stand the swell of the Great Lakes of Upper Canada; he moreover confirmed my opinion and report of the rapidity of the current in the Long Sault Rapid, which I had obtained from William McDonnell, Jun. Esquire, provincial surveyor,—and moreover said, that from his experience and frequent rowing about the said Rapid, he thought it possible, by taking advantage of eddies, to row a Gig Boat up, because it only ran at the rate of 8 miles per hour when calm, and never exceeded 9 miles when the wind blew down the River, and readily concurred in opinion with Mr. McDonnell's report. This gentleman had volunteered his services to the St. Lawrence Association when I was voluntarily assisting to get this great River examined and surveyed, and to whom the Association were much indebted for his accurate survey, tables of distances, depth of water, rates of currents, &c, throughout the whole distance from the Cascades to Prescott.—Put the opinion of Commodore Barrie in contrast with the description of these Rapids as given by the author of Cyril Thornton in his very interesting volume entitled *Men and Manners in America*, where the most vivid

impressions of danger are painted in all the glowing style of that elegant writer, and again put his description in contrast with that of my last descent of some of the worst of these Rapids last year, in a Durham Boat drawing $4\frac{1}{2}$ feet water, laden nearly down to the gunnel, with wheat and flour. Having missed the stage coaches, our party of Ladies and Gentlemen all agreed to embark in one of the Durham Boats that were waiting to shoot the Rapids as the boatmen term their descent. It was a most delightful morning, and I felt highly gratified, that another opportunity was afforded me of correctly viewing and estimating these much magnified dangers, our fair passengers shewing no symptoms of alarm I rallied them, and enquired if they had prayed fervently for a safe passage, as I apprehended there must be great danger, according to the opinions prevalent in a city then not far distant, refering in particular to their friend who I said must surely admit that which I stated was correct, this only excited a smile, and instead of any alarm they were delighted at the pleasing variety the mistake of the stages had afforded. The Barge thus more than fully freighted glided majestically upon its element, and from the mast head, at least 50 feet in height, I had the satisfaction to survey every dangerous point, from the *Coteau du Lac* to Lachine, passing the famed *Split Rock* and every other magnified danger, without hardly stirring an oar, the *Long Sault*, I had once descended in a pitchy dark night, therefore I may be allowed to have had some opportunities of estimating these much exaggerated dangers which many will maintain do exist. The deck or gunnel tier of flour in this boat from want of a little precaution by using tight wash boards, was allowed to get a pretty good soaking, which I remarked at the time, but this being usual I suppose, excited no attention.

Although the Assembly have shewn such a marked disregard to all improvements of the River above Montreal, I feel it a duty to advert to the scandalous job at the Peninsula of Vadrioul, where a late attempt has been made to improve the River; this only shews how pliant they can be when any of their partisans can get up a job, no matter how absurd, the public purse is readily opened and only £10,000 is literally squandered, to render the navigation of a River worse than it was before. This too in face of information publicly tendered, and recorded, to improve the whole of the Rapids of the St. Lawrence in Lower Canada for a lesser sum—the reply is, *who can have done so,—his name! Oh 'tis not J. Bt. Caré—!!*

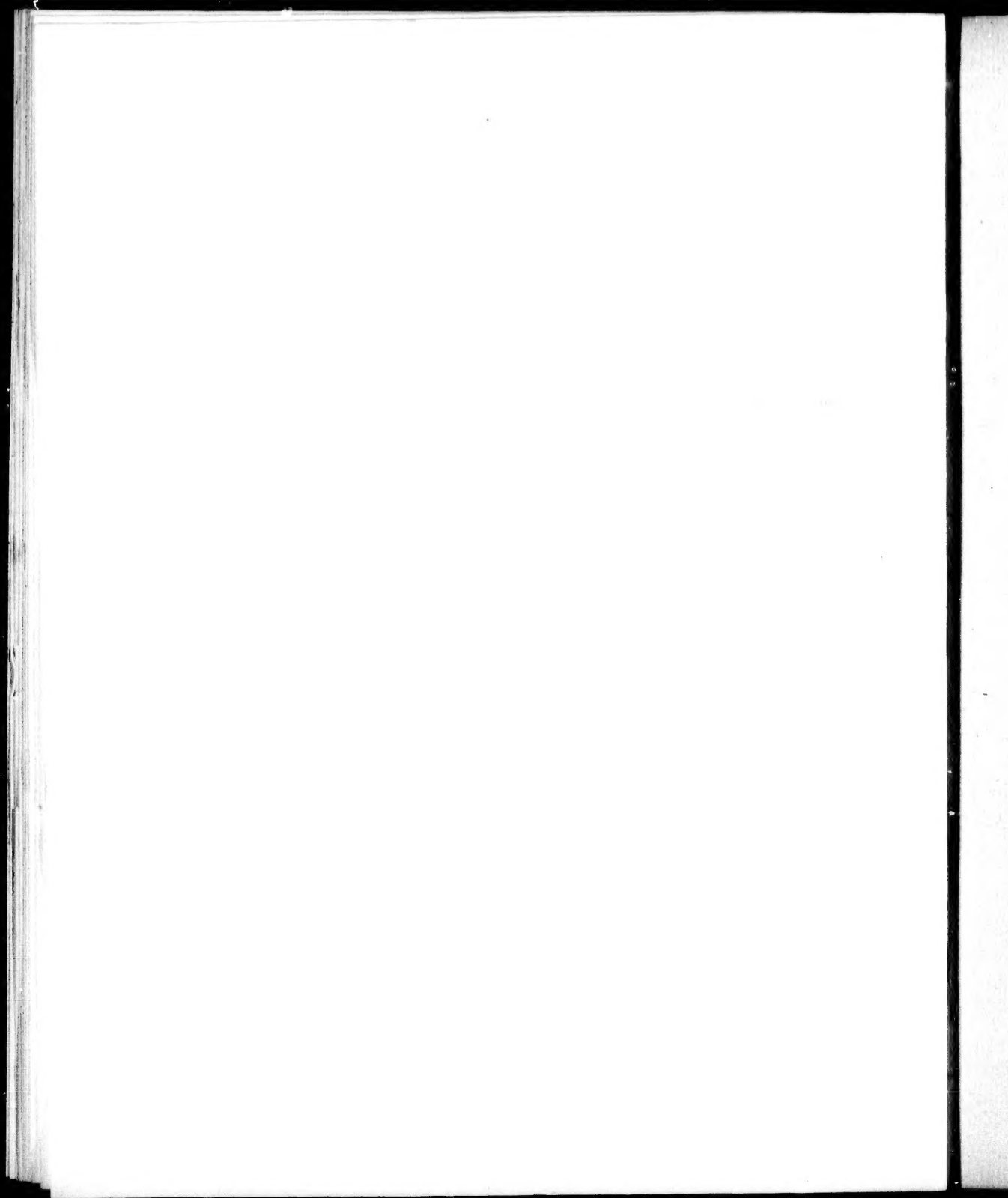
Respecting the Barge Orleans, a good model for craft fit to navigate the whole extent of the River St. Lawrence and its Lakes. It is only necessary to state two facts, one evening when returning from the Island of Orleans in her, on a tack close hauled to the wind, drawing 15 inches with slip keel down and without any topsail set, she passed one of the swiftest Schooners in the Trade, with topsail and courses bent; the other is, that when viewing her hold, Lord Dalhousie could not avoid expressing his opinion of her fitness to convey a whole company of soldiers up the River.

As to my opinion respecting the waters of the River St. Lawrence being the best and surest line of defence which the Canadas possess, it would afford me great pleasure if allowed to prove it, before any or every military man disposed to doubt its correctness; when one of our late Governors attempted to drive me up in a corner, on this subject, how did the conversation end, “he admitted a Rail way would have been the most proper to connect Kingston with the Ottawa in a military point of view: and was I not aware that Government did intend, and would in time promote improvements on the River St. Lawrence, and was I not aware that £400 had been spent that year, on the improvement of the River above Montreal;” this latter appeal had more effect upon my risible, than it had upon my reflective faculties.

The last and most unreasonable objection to the principle of an enquiry into the best methods of promoting the interests of this country are those of false conceptions, and of interested motives operating against it, as stated in the first number of these remarks, and it is absolutely necessary to revert to the cause of this opposition, which is created by false views of the rise and progress of a country; these contracted calculations suppose a moral impossibility, that local interests will suffer if neighbouring towns are benefited, forgetting that the increase of a neighbouring town or country, must benefit other towns and countries adjoining. For instance if Montreal advances by fair means, in prosperity, Quebec must derive benefit, and so with every other link which in the present, as well as in future ages will connect the family of mankind; therefore if Montreal may acquire 25 per cent more by this improved method of transferring produce, &c. than it can by any possibility otherwise do; will it be any loss if Quebec advances in the ratio of 75 per cent. ? certainly not, for in proportion as one town advances in prosperity the neighbouring town will derive benefit, more especially when each possess

local advantages, that cannot interfere with one another, and by attempting to suppress one to give the other a monopoly, the whole country suffers, and that one, possessing the monopoly, does not rise in the proportion it would if that destructive monopoly were removed, in some degree like the benefit a community derives from the general prosperity of all its inhabitants.

What would be the general effect on the trade and prosperity of the large Cities of Montreal and Quebec, as well as on that of the whole country, by this proposed change in the forwarding system being carried into effect?—An advance in the value of all property, particularly in that of warehouses, wharves and all other places, fit to store and receive all kinds of produce, which would literally float down on these mighty waters, from the Great Lakes and Rivers of the interior, as well as from the far west; it would almost immediately, and as if by magic power, create the most active, and enlivening scene of useful traffic, and exchange of staple articles that can be imagined;—to gain access by such a simple, and easily to be effected mode of conveyance, to such extensive and fertile regions as lie at the head of these great waters would be incalculable. The rapid settlement of which countries, may be inferred from the bare fact that the town of Cleveland, on the south side of Lake Erie had 400 houses built in one year, and in Toronto it is estimated three hundred buildings were erected in one year; the increase in Montreal is also very great, whereas here in Quebec, the capital city, and finest emporium on the Continent of America, for depositing and shipping the products, not only of Upper Canada, but also those of the western parts of the States of New York, Pennsylvania, Ohio and Michigan, Trade is languishing, its stores wharfs and warehouses partially occupied, with not even an independent agent, except those of the Land Company, paying the least attention to Upper Canada forwarding business, *when the rise and progress Quebec might be made nearly equal to that of New York!!* which by reference to late accounts published, of the increase of that City is almost incredible, and it arises entirely from the Erie Canal, and rapid settlement and increase of the west: greater facilities of access to which countries, might be obtained from QUEBEC, BY THE MERE CONSTRUCTION OF SMALL DECKED BARGES.



TO THE PUBLIC.

On reading the subjoined extract from a speech of Alderman SMITH, at a late meeting of the Board of Aldermen, held in the city of New York, it was highly gratifying to find so clearly stated, the advantages which the Canadian line of conveyance down the St. Lawrence, even in its present rude state possesses. Product is sent from the west, it appears to a maritime market in this country at more than fifty per cent less by this route, than by their own canals. I will quote his own words. After making some very correct calculations, he stated,—"It will be perceived that if the tolls were entirely removed, the cost to our market would still be greater than to Montreal." This being the case with an open navigation, for vessels drawing at least four feet water, which might be constructed at a trifling expense, and proceed forthwith to any part of Upper Canada, or to the West, as far as Green Bay, on Lake Michigan, why should we be frittering away our time in the construction of canals? Our neighbours of the United States are shrewd enough to perceive that we are so doing, and seeing that we have a great fancy for canalling, without that just estimate of the advantages which do exist, and might be made immediately available, is it to be wondered that at New York they should laud our plans, where it is not to be supposed they are likely to possess more correct information respecting the best modes of conducting our inland trade than we have here?

But when they are told that a vessel of 100 tons can be sent from Quebec to Cleveland, in Ohio, by means of steam towing power, manned with two men and one boy only, and return from thence to Quebec in less than a fortnight, it may be enquired of the same Alderman, when this is effected, how will the competition stand?

Without entering into any lengthy statements, respecting the advantages to be obtained by us, in the way of military defence, which may be considered a very good blind thrown before our eyes, by the worthy Alderman, to prevent our exertions being rightly directed, in facilitating the navigation of the waters of the river St. Lawrence as they now flow, it is only necessary for the complete refutation of that part of his argument, and in confirmation of the correctness respecting commercial advantages, to refer him to a pamphlet which I have lately published. It will also no doubt be satisfactory to both Provinces of Upper and Lower Canada, to know that stock has been taken, and a builder is about to be engaged for the construction of three barges, which will prove the correctness of this statement.

JAMES GEORGE.

Quebec, 23rd April, 1835.

The intercommercial trade of the city exceeds 400,000,000 dollars, and the foreign and coasting tonnage exceeds all the cities in the Union, and this pre-eminence in commerce, the Alderman argued, ought to excite in the Corporation the most lively desire to improve internal communications connected with its interests. He then traced the course of the projected railway, pointing out the ad-

vantages it would confer on New York, by drawing to it a large portion of the commerce which now finds its way down the Delaware, Susquehanna and Allegheny rivers, to a market beyond their port.—The intelligent speaker next gave a sketch of the rising States now springing up in the West, and the commercial intercourse they will open; and proceeded in a geographical delineation of the country, and of the waters which now serve to convey the produce of the rapidly increasing regions of the far West, to markets South of New York, and urged the necessity of diminishing the cost of transport. In regard to railroads requiring a level country, Mr. Stillwell said that experience had proved that "instead of eighty feet elevation to the mile, steam-cars will overcome one hundred and seventy-six feet; and in regard to their travelling on a straight line, that it has also been found they can traverse with safety a serpentine road of five hundred feet radius.

The necessity of deepening the canals now in operation, is also forcibly recommended: by increasing the depth of water three feet, in those now in use, vessels of double the size of those at present employed might be introduced, and be propelled by no greater power than is now required, abating their speed only one-fifth. In relation to the rivals in trade with which New York has to contend, the speaker then gave a comparative statement of the expense of transport by the canals from Lake Ontario to Montreal and Albany, which we quote in his own words:—

"We have powerful and determined rivals for the trade which we desire to possess; and we cannot shut our eyes to the fact that they are already 'going a-head' of us. Our neighbours have aroused, and are preparing to put forth all their strength. The current is already setting with some force to the Canadian market, and it will be well for us to look to that direction for some information.

"The cost of transporting a barrel of flour from Ogdensburg and Oswego, in this State, and from Prescott on the Canada side, to Montreal, is 30 cents. To take the same from Rochester about 40 cents; from Buffalo or Cleveland, through the Welland Canal about 55 cents. This is the present cost: the toll on a barrel of flour from Buffalo to Albany, is 33 cents, and the cost of transportation from 65 to 80 cents. The difference in this article alone is more than fifty per cent in favour of the Montreal market. The cost on every article is of course in about the same proportion. It will be perceived that if the tolls were entirely removed, the cost to our market would still be greater than to Montreal; it is therefore apparent, that every improvement should be made with a view to the reduction of the expense of transportation. The tolls we can change as circumstances require, but the labour of the people must have its just reward. The expense to the Montreal market, as stated above, will not long be a standard. The Canadas are awake to their interests: already has the Government of Great Britain expended £600,000 sterling, on the Rideau Canal—and the Provinces are now engaged in improving the navigation of the St. Lawrence. They employed Judge White to survey the route of the river; and

having ascertained that improvement is practicable, they are preparing to make such improvements on the borders of the river as will enable them to pass vessels of the largest class to Prescott, and from thence to any of the towns on Lake Ontario. They are also about to purchase the Welland Canal, and improve it by stone locks. So that, within a few years, the navigation will be complete for a square-rigged vessel, from the ocean to any part of either of our great inland seas. This will enable them to open the navigation with Montreal one month earlier than on the Erie Canal. It will also reduce the cost of transportation to about 25 cents from Cleveland to Montreal, on each barrel of flour; and will have the same effect upon the ascending trade.—Competition is becoming formidable; and it will require an extra exertion to maintain the ascendancy of New York. We must provide means to communicate with the great route at all seasons of the year, and with great facility; and so increase the capacity of our Canals, and reduce the charge.

"There is yet another point of view in which this question of ship canal is to be considered, and which is of immense importance. It will have been observed that the British Government have it in contemplation to so perfect the navigation of the St. Lawrence and the Welland Canal, as to admit of the passage of an armed vessel from the ocean to the lakes. This, it is supposed, can be done at an expence of about a million of pounds sterling. The communication between Kingston and Montreal, by the Rideau Canal and Grand River, is now completed at an expence of nearly three millions of dollars.

"It was intended as a medium of military intercourse, and was suggested by the difficulties which that government encountered during the war, in procuring supplies from below. It is sufficiently large to pass small steam-boats; and a communication of this kind is now kept up between the two cities. The proposed Canal along the River St. Lawrence is now being constructed, and will afford in a few years the facilities required. It will be an immense saving to the nation. The British Government will have no further use for military or armed vessels on the lakes, in times of peace. Ships can be sent from the ocean to any part of the lakes during the canal navigation; and this fact is of immense importance in a military point of view.—Without any armament on the lakes, they will always be ready to defend their frontier; and with no actual cost they will always be ready for war.

"They will be able at any time to cover the lakes with armed vessels, and out-number us at every point. It becomes our interest, as well as duty, to provide against such an emergency—not by lining our shores with fortifications, or filling the lakes with armed ships, but by following the example of our neighbour, and constructing a communication that would pass any of our armed vessels in ballast. This will be a ready and sufficient security. It will be doing no more than our citizens on the lakes have a right to demand. It may be said, that the general government ought to construct every work which is so essentially national in their character—I answer that the Empire State is able to take care of her own interest; and if she had no pride, still

she has an interest to consult. This canal will be the grand conduit through which her commerce with the great West must pass. It is therefore proper, that she should hold the key—that the treasures, which are rightly hers, should not be under the control of another. It is properly her own, and would be unworthy of her character for foresight and enterprise, if she should allow any second party to participate the work which is so worthy of herself.

"And now, Sir, may we not with great propriety say the State has enough to do; that there is no want of objects to which to direct her attention; and that every work which individual enterprise will undertake, should be committed to their hands. Stimulate, Sir, by every means that may be required, this laudable ambition of individuals. Depend upon it, too much cannot be done. Too many improvements will not be made—Dispense on all occasions the munificence of the State in such shade as will subserve to the greatest extent the interests of the people.

"When all that I have pressed upon your attention is completed, we shall be on an eminence which the proudest empire on the globe might envy. And, Sir, all that is now demanded of the State can be effected. The great channel of steam-boat communication can be opened. The rail-road, of which the one under consideration is only the beginning, can be completed. And a ready, cheap, and certain communication will be opened throughout the year with the whole of our interior.—The cars shall be pouring into our city in an interminable current—pressing down through the centre, and filling the stores and warehouses and ships with the produce of the West—infusing a life into every department of industry, and driving far from us the lethargy of our present inactive winters. Your island shall be one great continent—and your docks and slips from Fort Washington to the Battery, and from Whitehall to Harlem, shall be filled with the thousand steamers that will navigate the waters of the Mississippi. Your harbours shall be crowded with the ships of every nation, and this island will be the mere centre of a city which shall spring up on the shores of Long Island and New Jersey. Is it the offspring of an overheated imagination, or is it only the result of a knowledge of the resources of our country? Sir, it is true. And I am glad to have the opportunity to predict, that if our State is true to her interest, all will be accomplished.

"When our State shall once more be governed by the counsels of the mighty dead—when the mind of a Clinton shall be again the leading star in our Councils—then will every consideration give place to the honor, the glory and the welfare of our country—then the name of New-York shall convey the idea of superiority, and her sons shall be proud of her character, and rejoice in her prosperity. Every one should participate in the honor and glory of his country. Every true son of New-York will be alive to her every interest, and while witnessing her splendour and the triumphs of genius and enterprise, will involuntarily exclaim,

"Lives there a man with soul so dead,
That to himself hath never said;
This is my own my native land!"

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